What is claimed is:

1. A receiver for a tire status monitoring apparatus that monitors statuses of a plurality of tires provided on a vehicle and includes a plurality of transmitters, provided on the tires respectively, for transmitting data indicating statuses of the respective tires, the data including an identification code to identify each tire, the receiver being supplied with an activation signal to activate a drive source of the vehicle, the receiver comprising:

a reception unit which receives the data from the transmitters; and

a control circuit connected to the reception unit, wherein upon detection of the activation signal, the control circuit collates the identification code included in the data and specifies, based on the identification code, each transmitter which has transmitted the data.

2. The receiver according to claim 1, wherein the reception unit transmits a request signal to each individual transmitter and receives the data in response to the request signal from each transmitter.

3. The receiver according to claim 1, wherein the control circuit has an identification code registered beforehand, determines whether or not the identification code included in the data matches with the registered identification code, and determines that the associated tire has been changed when those two identification codes do not match with each other.

4. The receiver according to claim 3, wherein when it is determined that a tire has been changed, the control

circuit updates the registered identification code with the identification code included in the received data.

5. The receiver according to claim 1, wherein the control circuit has an identification code registered beforehand, determines whether or not the identification code included in the data matches with the registered identification code, determines whether or not those identification codes included in the data received by a first predetermined number of times match with one another a second predetermined number of times less than the first predetermined number of times or more when it is determined that those two identification codes do not match with each other, and determines that that tire which is associated with the identification code included in the data has been changed when it is decided that there have been such matches.

6. The receiver according to claim 5, wherein when it is determined that a tire has been changed, the control circuit updates the registered identification code with the identification code included in the received data.

7. The receiver according to claim 1, wherein the vehicle has a key cylinder including a key switch which generates the activation signal, and

the control circuit receives the activation signal from the key cylinder when the key switch is set to on.

8. A tire status monitoring apparatus for monitoring statuses of a plurality of tires provided on a vehicle, the tire status monitoring apparatus comprising:

a plurality of transmitters provided on the tires respectively, which detect statuses of the associated tires and transmit data indicating the detected statuses of the tires, the data including an identification code to identify each tire; and

a receiver provided on the vehicle, which receives the data from the plurality of transmitters and is supplied with an activation signal for activating a drive source of the vehicle,

wherein the receiver includes a control circuit, which, upon detection of the activation signal, collates the identification code included in the data and specifies, based on the identification code, each transmitter which has transmitted the data.

9. The tire status monitoring apparatus according to claim 8, wherein the receiver transmits a request signal to each transmitter and receives the data in response to the request signal from each transmitter.

10. The tire status monitoring apparatus according to claim 9, wherein the plurality of transmitters generate power induced by the request signal and transmit the data using the generated power.

11. The tire status monitoring apparatus according to claim 8, wherein the control circuit has an identification code registered beforehand, determines whether or not the identification code included in the data matches with the registered identification code, determines whether or not those identification codes included in the data received by a first predetermined number of times match with one another a second predetermined number of times less than the first predetermined number of times or

more when it is determined that those two identification codes do not match with each other, and determines that that tire which is associated with the identification code included in the data has been changed when it is determined that there have been such matches.

12. The tire status monitoring apparatus according to claim 11, wherein when it is determined that a tire has been changed, the control circuit updates the registered identification code with the identification code included in the received data.

13. The tire status monitoring apparatus according to claim 8, wherein the vehicle has a key cylinder including a key switch which generates the activation signal, and

the control circuit receives the activation signal from the key cylinder when the key switch is set to on.

14. A method of monitoring statuses of a plurality of tires provided on a vehicle and including a plurality of transmitters which generate data indicating statuses of the respective tires, the vehicle including a receiver which receives the data from the transmitters, the data including an identification code to identify each tire, the method comprising the steps of:

detecting an activation signal for activating a drive source of the vehicle;

transmitting a request signal for generating the data and transmitting the data to the receiver to the plurality of transmitters, when the activation signal is detected;

receiving the data from the plurality of transmitters;

collating the identification code included in the data; and

specifying each transmitter which has transmitted the data, based on the identification code.

15. The method according to claim 14, wherein the receiver has an identification code registered beforehand, and the collation step includes the steps of:

determining whether the identification code included in the data matches with the registered identification code or not;

receiving the data by a first predetermined number of times when it is determined that the two identification codes do not match with each other;

determining whether or not those identification codes which are included in the data received by the first predetermined number of times do not match with one another a second predetermined number of times less than the first predetermined number of times or more; and

determining that that tire which is associated with the identification code has been changed when it is determined that the identification codes match with one another the second predetermined number of times or more.

16. The method according to claim 15, wherein the collation step further includes the step of updating the registered identification code with the identification code included in the received data when it is determined that a tire has been changed.

17. The method according to claim 14, wherein the vehicle has a key cylinder including a key switch which generates the activation signal, and

the step of detecting the activation signal detects the activation signal when the key switch is set to on.